



Montana and the Sky

MDT- Department of Transportation

Aeronautics Division

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Congratulations Mike and Dave

Mike Knezovich and Dave Mason have a few things in common; they are both air traffic controllers at the Helena Air Traffic Control Tower and they both have always had a dream to fly an airplane. Recently Mike and Dave bought a Cessna 172 in partnership with Ron Garvin of Helena and recently Mike and Dave became private pilots.

Both Mike and Dave agree that being a pilot has helped them to understand what other pilots are going through in the air traffic controlled environment. Their advice to student pilots and pilots unfamiliar with the tower environments, "Don't be afraid to ask questions, if you don't understand a transmission from the tower let them know. Please feel welcome to stop by and visit the Helena Air Traffic Control Tower."

Mike Knezovich worked as an air traffic controller in the Navy for seven years. He started flying in Yakima, Washington in 1996. Mike had around twenty hours and had soloed but the financial issue put flying on hold until 1999 when he was able to start flying again with instructor Steve Mahoney. Mike's

advice to people that want to fulfill their flying dreams is to be financially prepared. Mike said, "the hardest part of his training was crosswind landings and the fear of his checkride. The best part was just the flying in general."

Dave Mason came to Helena from Townsend, Montana where he worked as an initial attack fire fighter for the forest service. He was hired as an air traffic controller in 1983. Dave started to make his flying dream come true this past January when he started flying with instructor Brent Vetter. Dave's advice to people that would like to get their pilot certificate is, "Don't stretch it out, plan ahead and try to fly twice a week." Dave thought cross wind landings were the most difficult part of his training and his cross country further fueled his desire to get experience in back country flying. In a few years he would like to fly to and in Alaska.

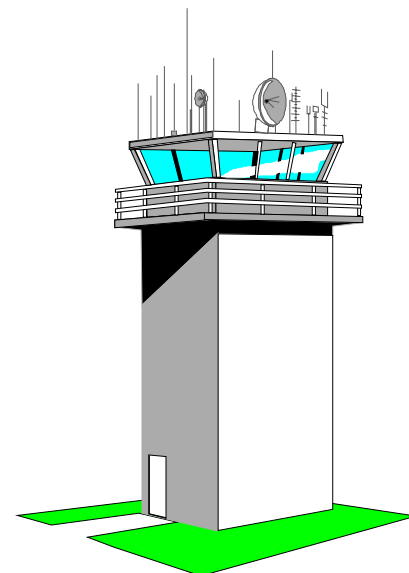


Dave Mason and Mike Knezovich, Air Traffic Controllers at the Helena Air Traffic Control Tower

Congratulations Mike and Dave, you both have at least one more thing in common you are great guys, welcome to the awesome world of flight. And thank you for the super job done as air traffic controllers at the Three Forks Fly-In.



Mike and Dave – new pilots – with their new Cessna 172!



Administrator's Column

Renowned Montana Test Pilot Goes West:

It is with great sorrow to learn that Jack Waddell recently passed away. Jack was highly respected and regarded by his friends and peers as a "pilots pilot". Jack was raised at Joliet where he graduated from high school and from Montana State University with a degree in engineering physics. After serving four years as a U.S. Navy pilot in the South Pacific during world War II he joined Boeing Aircraft Company and became an engineering test pilot. Jack flight tested many new Boeing airplanes and became chief test pilot and director of flight training. Jack probably will be most remembered for doing the first and following extensive flight testing of the Boeing 747. After retiring, Jack moved back to Montana and ranched near Silesia. Jack kept involved in aviation and has helped the Aeronautics Division with many aviation programs. Montana aviators were proud of Jack's accomplishments and frequently reminded out of state friends that "Jack Waddell is a Montana boy!" On behalf of the Montana Aeronautics Board and Division and the entire aviation community I wish to extend our condolences to Jack's wife Audrey and the entire Waddell family.

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Canadian User Fees Reduced:

NAV CANADA has collected "user fees" totaling in excess of a break even level permitted for their non-profit privatized corporation. This has resulted in lowering the user fees for both Canadian and foreign aircraft flying in Canada. For aircraft weighing less than 6,614 pounds the annual user fee for Canadian aircraft ranges from \$60 down to \$55 and \$200 down to \$184. The differences in these two fees begins at 4,410 pounds. U.S. aircraft will now pay \$13.75 quarterly for aircraft weighing up to 4,409 pounds and \$46.00 for aircraft weighing from 4,410 pounds to 6,614 pounds. For propeller-powered aircraft weighing more than 6,614 the user fees also lower depending on weight category. The low in this category is for aircraft weighing 6,6614 pounds to 11,023 and the fee lowered from \$30 to \$27. The high end of this category is for aircraft weighing over 39,684 pounds and the fee lowered from \$1500 to \$1369. For jet powered aircraft weighing less than 13,669 pounds the daily user fee lowered from \$150 to \$137 and for jet aircraft weighing 13,670 to 16,535 the daily user fee lowered from \$250 to \$226. There is also an alternative formula for user fees for Jet aircraft weighing more than 6,614 pounds. All user fees are in Canadian dollars.

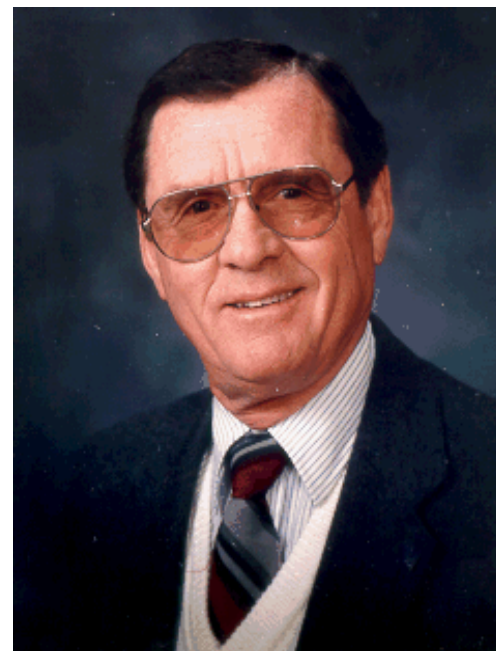
Parks Overflight Bill Passes

House: The U.S. House of Representatives once again passed the National Parks Air Tour Management Act of 1999 which sets the parameters for governing air tour flights over national parks. The bill calls for the FAA and the NPS to jointly develop air tour management plans for national parks. This bill passed the House in the previous Congress as part of the FAA reauthorization legislation that stalled last year and again passed the House last June as part of AIR-21 but this bill is being held up in the Senate. House Aviation Subcommittee Chairman John Duncan (Tenn) brought the bill to the Floor to pass it independently regardless of what happens to AIR 21. Congressman Duncan noted the "tremendous support" the bill has received because it balances the interests of air tour operations, conservationists, Native Americans, the FAA and National Park Service. "It brings together groups that started very far apart and is a very good bill because of the compromise that it reaches." Duncan stated "the management plans will ensure that these air tours are conducted in a safe, efficient and unintrusive, meaning very quiet manner. At the same time, these air tour management plans will ensure that both air and land visitors to the park are able to experience the park's natural beauty and natural quiet." Senate Commerce committee Chairman John McCain (Ariz) has introduced a sister bill but it has not yet moved to the Senate floor.

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Marc Racicot, Governor
Marv Dye, Director

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Telephone - 444-2506
P.O. Box 5178
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Michael D. Ferguson
Administrator

Aeronautics Board

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Vivienne Schrank Passes On

Vivienne Diana Nault Schrank, died Tuesday, July 27, 1999 at the age of 90, in Jordan, Montana.

She was born in Crookston, Minnesota in 1908 to Joseph and Irma Nault. They moved to Jordan in 1913, when she was five years old, to homestead. She graduated in 1927 and went on to take college courses and taught grade school in several country schools.

Vivienne met Milton, her future husband, when she was five and he was eight. They lived only half a mile away, where his family had moved, also to homestead. A couple of years after graduation, they became engaged and after five years they married. They left Jordan and moved to Forsyth where Milton worked in the Bank. Two years later, their only child Cherub was born in 1934.

From Forsyth, the Bank transferred Milton to Billings where they lived until Vivienne's father died in 1940. At the time, they decided to move back to Jordan and take over the family business in order to help her mother, Irma. Vivienne lived in Jordan until her death.

Ever since Vivienne was a little girl, she had always wanted to fly. She finally got her wish in 1944, when she soloed. But for Vivienne, that wasn't enough and she went on to get her Private and Commercial license and later obtained her instructor rating.

She took part in setting up the Montana Chapter of the 99's, the Women's Flying Organization started in 1929 by Amelia Earhart, as their first President. Orfa Dann, Gladys Kreideer and Vivienne were the original three women that started the Montana Chapter. From 1947 to 1961, she flew in the Powder Puff Derby several times. Over the course of her flying career, she has received many awards including, 1956 Albuquerque Powder Puff 2nd place award, 1978 Montana Pilot Association Senior Pilot, Big Sky Race 2nd place, 1965, AOPA Special Citation for Search and Rescue in 1990, nominated to the Montana Women Pilot's Hall of Fame in 1989. She flew for 45 years with no serious accidents and lived her life doing the things she loved.

Survivors include her daughter, Cherub Saunders of California. Vivienne was laid to rest Tuesday, July 29, 1999 in a private graveside service in the Jordan Pioneer Cemetery. Her daughter Cherub had planned to have a Memorial Service at the Jordan Airport, as she felt that her mother would have been pleased to have her flying companions there to celebrate her life remembering what she loved most in all the world, flying. But unfortunately, due to the fact that many of her friends have passed on or have health concerns, there was not a Memorial Service. Cherub would therefore ask that you remember Vivienne in your heart and prayers, as the attractive flying lady who loved to soar the skies in her Piper and that at long last is able to do what she always wanted to do, just keep climbing up and up into those blue skies, until she finally arrived at her final destination, Heaven.

NATA Reaffirms Need for Separate Flight and Duty Rules

Jim Coyne, NATA President, testified before the House Transportation and Infrastructure Aviation Subcommittee and reiterated the importance of making a distinction between the scheduled airlines and Part 135 on-demand air charter operators – small businesses that must rely on only a few pilots to fly a variety of missions on short notice.

"On-demand air charter operators, including air ambulances and important cargo missions, fly at a moment's notice. For example, this week many of them will be flying to areas of the country ravaged by Hurricane Floyd. A lot of these missions simply would not be possible under some sort of pilot reserve system," stated Coyne.

The hearing, which is examining the issue of pilot fatigue, was in response to the FAA's stated intent to mandate rest time for air carrier pilots in reserve or for the pilots to receive advance notification that their reporting for work is required.

"Congress and the FAA absolutely must realize the unique aspects of on-demand Part 135 operations," said Coyne. For on-demand air charter operators, the economic impact of a reserve-type system used by scheduled airlines could be staggering. "Pilot staffs would have to be doubled, creating an untenable economic burden for small aviation businesses," commented Coyne. "And with the current pilot shortage, it would be next to impossible to even find the pilots to hire," added Coyne.

There were references to Part 121 accidents that may have been caused by pilot fatigue, the impeccable safety record of Part 135 operators demonstrates even more reason not to dictate Part 121-type regulations rules to Part 135 operators. NTSB accident statistics indicate that not one Part 135 accident has been caused by pilot fatigue.

CALENDAR

October 1 – MPA barbeque and meeting, 5:30 pm, Vetter Aviation, Helena.

October 2 – Hirsch 6th Annual Fly-in. Hirsch Ranch east of Rock Springs, MT, beginning with dawn patrol, air games, good food, excellent socializing! Call Al or Barb at 354-6009 for more info.

October 16–17 – CAP Aerial Search and Rescue Training Exercise, Hamilton Airport. Call (888) 454-3287 for info.

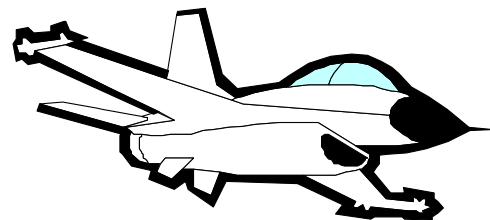
October 21 – 23 – AOPA Expo'99, Atlantic City, NJ.

November 6 – AOM Board Meeting, Helena.

March 2-4, 2000 – Montana Aviation Conference, Billings.

Job Opportunity

The National Association of State Aviation Officials (NASAO), a busy aviation association in the Washington DC area, is seeking a manager of communications. Responsibilities include writing and editing monthly newsletter; preparing press releases; coordinating three annual meetings; assisting with maintenance of webpage, and providing variety of membership services. Requires four-year college degree and three to five years of experience in publication and communication activities. Excellent verbal, writing, editing, problem-solving, and interpersonal skills a must. Ability to prioritize and organize is essential with attention to detail. Small office environment experience helpful. Meeting planning experience a plus. Salary commensurate with education and experience. Benefits include individual health, life and retirement. FAX cover letter, resume, and two reference to 301-585-1803 or mail to NASAO Vice President, Metro Plaza One, Suite 505, 8401 Colesville Road, Silver Spring, MD 20910.



Senator Burns Conducts Hearing

At the request of Senator Conrad Burns, the Subcommittee on Aviation of the Senate Commerce Committee on Commerce, Science and Transportation conducted a field hearing on the impact of pilot shortages on air service in smaller and rural markets, in Kalispell, MT.

The hearing was held to inform the Committee on how pilot shortages are impacting air service, particularly in rural and smaller communities, the ramifications of forecasted pilot shortages and the factors that are affecting such shortages.

Testifying before the Committee were a distinguished panel of aviation representatives including: Mike Ferguson, Montana Aeronautics Division; Craig Denney, Executive Vice President, Big Sky Airlines; Robert Palmersheim, Director of Flight Operations, Lynch Flying Service; Doug Voss, CEO and President, Great Lakes Aviation; Edward Stimpson, Chairman, BE A PILOT; and Dennis DeVany, Chief, Essential Air Service and Domestic Analysis Division, Department of Transportation.

Robert Palmersheim, has 59 years of experience providing aviation services including flying over 10,000 hours of on-demand air charter flights annually. Palmersheim spoke to the recent FAA action on flight and duty time that affects air service and pilot availability. "The FAA's new interpretation of flight and duty time is designed for scheduled carrier and would not work at all in this (Part 135) industry. You can't require airline-type scheduling in an on-demand environment."

"Under the new interpretation, companies like Lynch have three options: downsize or eliminate essential air charter services,



Senator Conrad Burns provides opening remarks at the field hearing conducted in Kalispell last month while Randall Popelka looks on. Randall is a Legislative Assistant and aviation advisor to Senator Burns in Washington DC.

double the pilot staff that will eventually lead to the demise of the charter department, or convert the charter department to something like fractional ownership," Palmersheim continued.

"Companies like Lynch have built their foundation with the on-demand niche due to the flexibility it provides its customers. The FAA should know by now that these blanket policies fail miserably. It's like implementing a policy at the zoo, making all the animals eat bananas. It's great for the monkeys but the tiger thinks it's a bad deal," Palmersheim concluded.

Other testimony criticized the FAA Age 60 Rule. Mike Ferguson said, "the FAA allows pilots from more than 44 countries to fly into the United States, carrying U.S. citizens, using U.S. aviation services and airspace, yet prohibits their own U.S. pilots to do the same."

Craig Denney and Doug Voss, both regional air carriers spoke of current pilot shortage problems. The resultant economic upturn for the airlines has resulted in huge major airline expansions that have placed an alarming hiring demand on the pilot population. The meet these demands the major airlines are being forced to hire pilots away from the regional airlines placing an extreme hardship on the regional airlines.

Following the hearing Senator Burns requested hearings on impending regional pilot shortages in the Senate Commerce, Science and Transportation Committee. Senator Burns has taken the lead in congressional efforts to stave off forecasted pilot shortages that could have dire consequences for air service in rural areas. Senator Burns feels it is very important that more hearings in Washington D.C. be held to expand the scope of discussions. He is hopeful the Senate will agree to look into the issue at the full committee level.



Testifying before the Committee were: Dennis DeVany; Mike Ferguson; Craig Denney, Robert Palmersheim; Doug Voss, and Ed Stimpson.

Montana Antique Airplane Association Annual Fly-in

The 22nd annual Montana Antique Airplane Association Fly-in held at Pogreba Field at Three Forks was without a doubt one of the best yet. Thanks to the Three Forks Chamber of Commerce and a great many volunteers, the event was termed a great success by all those attending. Local vendors provided a variety of foods for all those present and the Three Forks Volunteer Fire Department cooked great breakfasts for the large crowd each morning.

The variety of aircraft overwhelmed everyone and automobile parking was at a premium due to the large crowd Saturday.

Friday afternoon a Grumman TBM Avenger Torpedo Bomber and a Douglas Skyraider were flown in from Rexburg, ID. The large radial engines in the aircraft brought



More than 120 airplanes gathered at Pogreba Field – an impressive flight line was enjoyed by all. At left, Frank Bass looks on as Bud Hall presents Wayne Edsall with a broken runway threshold cone from Wilsall. As to what happened to the cone, Wayne offers “no comment”

attack bomber, it was quipped to perform four major missions: day attack, all-weather attack, airborne early warning and countermeasures.

Flight, however, played only the harmony part of this four-day get-together. Dominating the melody were the friendships that have developed between pilots who return her summer after summer, to mingle amid aviation history and swap stories of the sky.

An amazing variety of aircraft were present for the weekend with gyrocopters, experimental, kit built planes, antiques and warbirds.

back memories for many of the pilots in the crowd.

The Avenger, a sturdy three-seater torpedo bomber boasted the most diverse armament of any carrier in WWII. In addition to its fixed .30 and .50 caliber machine guns, the Avenger could be armed with depth charges, acoustic homing torpedoes, air-to-surface rockets, aerial mines, conventional torpedoes or bombs.

The Skyraider with its Wright R-3350 radial engine saw duty in both the Korean and the Vietnam Wars. Designed as an



Bob Marshall of Belgrade arrived in his BT13. Allen Rickman, President of the MAAA presents Hank Galpin with the Best Antique Restoration in Progress Award for his Travel Air 3000.

The MAAA extends a thank you to the community of Three Forks and the numerous volunteers who assisted in making this a great aviation event!



Looking For Mr. (and Mrs.) Goodwrench

By: *James K. Coyne, President*

National Air Transportation Association'

A few years ago, during an era of "normal" unemployment levels around six or seven percent, a noted demographer asserted that America soon would be running out of workers. The fundamental realities of population cycles were undeniable, he said, and when the baby boom generation reached middle age, there just wouldn't be enough younger men and women to replace retiring boomers and meet the needs of an expanding economy.

At the time, such futuristic concerns were the least of our problems, but now this prophecy has been fulfilled and some American businesses spend more time looking for clerks than for customers. Perhaps nowhere is the problem more apparent than in our industry, where hundreds, if not thousands, of aviation jobs are unfilled. Now, the growing shortage of candidates for skilled work in maintenance, avionics, charter, and flight training is stifling the resurgent expansion of general aviation across the country – and the future looks no brighter.

For years, employers in aviation could afford to be fat, dumb, and happy (although I mostly recall them as thin, smart and complaining about the FAA). Washington was downsizing the military, so thousands of well-trained GIs were looking for work. The big commercial and military aircraft manufacturers were consolidating and laying off experienced workers. In addition, every few years a big airline would go bankrupt, so we could choose among the alumni of Eastern, Pan Am, Braniff, or whomever. But, as everyone who flies knows, what goes up usually comes down, and today the military, the manufacturers, and the airlines are taking our best employees with impunity (and frequently with lavish pay packages, generous benefit programs, and valuable perquisites, as well). Some say

it's a battle we will never win.

I'm not so pessimistic, but it's clear that we have our work cut out for us, and frankly, so does just about every business in America that wants to find smart people who enjoy working on or with complicated machinery. Part of the solution, therefore, involves broad, bold initiatives that can enlarge the pool of interested, capable candidates across America for the millions of challenging complex technical jobs that our vibrant economy demands. This means immigration law reforms so that skilled workers can obtain work permits and visas more easily. It means changes in tax policy so that young men and women have an incentive to enroll in training and apprenticeship programs. But most of all it means working with schools, educators, and students to expose millions of young people to the rewards that these careers offer and the satisfaction that comes from making the things that make America work work.

One of our nation's greatest advantages has always been the mobility and flexibility of its workforce. A few years ago, no one had ever heard of the job title, Webmaster, and today some expert's estimate that more than 80,000 of them are toiling away in cyberspace. Every week, 115,000 Americans get up and move to a job that's hundreds of miles away, with over a thousand of them moving to Las Vegas alone. The truth is, when it comes to skilled labor, the laws of supply and demand work in America. If our industry needs more employees, it will have to obey those laws and take advantage of them.

If increased demand for skilled technical jobs is going to be a reality for the foreseeable future, then three fundamental actions must be taken by our industry in order to increase the supply. First, we must do a much bet-

ter job finding and educating potential recruits. Most elementary and junior high students are totally ignorant about our industry, and completely unaware of how many skilled minds and hands it takes to keep an airplane in the air. By high school they often have already decided against a technical career, usually without anyone, especially a high school counselor, even explaining what such a career can offer.

Second, employment opportunities in our industry must become more appealing to those we seek. That, of course, raises the question: What do they want? Is it money, independence, benefits, good work environment, convenient location, opportunity for advancement, or perhaps just the chance to learn to fly an airplane? Most of us have only superficially studied such questions. In today's more competitive employment marketplace, we have to find better answers.

Finally, we must do a better job of holding on to our best people. That means, in no small way, listening to their dreams and making them come true. Each of us has ambitions, and we usually leave a job because someone else offers a better way to reach them. For many employees, that means using the current job to prepare for the next. However, if we give our best employees the training they dream of and show how they can grow into their next job without leaving this one, then we also give them a persuasive reason to stay.

One way or another, supply and demand will come into balance. If we don't find Mr. and Mrs. Goodwrench, make a winning offer, and give them a career that fulfills their dreams, then someone else will. But Mr. and Mrs. Goodwrench won't wait for us – and we can't afford to wait much longer to find them.

Club Podvig Visits the Helena Airport

Loren Smith and Jane Mart host the cadets from Magadan, Russia each year at the Great Falls KOA. Club Podvig members are a highly trained and disciplined boys organization, somewhat like a United States military prep school or the Boy Scouts of America. One of club Podvig's favorite activities is the Helena aviation day. The day includes a preflight inspection and Young Eagle Flights, a tour of the Helena Air Traffic control Tower, the Army National Guard Flight Operations and Fort Harrison Operations. Club Podvig cadets are very interested and involved with aviation in Russia. Most of the cadets have already made their first parachute jump.



The Club Podvig from Magadan, Russia are greeted and welcomed to Montana by Governor Marc Racicot and Attorney General Joe Mazurek at Montana Aeronautics.

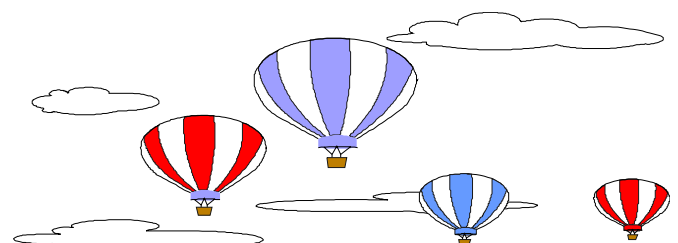


A preflight and inspection of the Cessna T41 was explained by Jeanne MacPherson in preparation for their Young Eagle Flights.

At right, Dave Mason, air traffic controller at the Helena Air Traffic Control Tower demonstrates to Club Podvig the light gun during the Helena tower tour.



Harry and Lieutenant Governor Judy Martz enjoy a Russian dinner prepared by Club Podvig at the Great Falls, KOA. The group prepared an authentic Russian dinner and provided entertainment for locals that assisted Loren Smith and Jane Mart during their stay.



Correction

In last month's edition of Montana and the Sky an article that appeared on page three, Angel Flight West, was misleading regarding contact information. If you are interested in requesting an Angel Flight mission call (888) 4N ANGEL (888-426-2643.) Pilot, volunteer and recruitment information can be obtained by contacting Bobbie Jo Brandli (425)895-1587 or write to her at 3320 126th Ave. NE, Bellevue, WA 98005 or email bj@brandli.com. You can also check out the website at www.angelflight.org. Sorry for the confusion.



PO Box 5178
Helena, Montana 59604-5178

GA Revitalization Act Successful

The General Aviation Manufacturers Association (GAMA) has issued a report to the President and Congress on the success of the General Aviation Revitalization Act in conjunction with the five-year anniversary of its enactment.

The five-year report details the progress that has been made in five specific areas of general aviation; manufacturing employment, production, exports, research and development, and student pilots. These areas were chosen because they were the topics of debate when Congress considered the Act.

The General Aviation Revitalization Act is a federal statute of repose that, with certain exceptions, limits a manufacturer's liability for general aviation products to a period of 18 years. The legislation was signed by President Clinton in an Oval Office ceremony on August 17, 1994.



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